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Chicago, March 17th, 1898

H. B. Stone, Esq.

Gen'l. Manager C.R. & O.R.R.

City

Dear Sir:--

Following you will please find report of operative "H. B."

Tuesday, March, 15th, 1898

To-day in Buda

Operative established a regular watch in accordance with Mr. Grasely's orders from Mr. Rice over all the Company's property and instructed the men in reward to it.

By investigating Spalding's (the Engineers assertions about printing with red letters) utterance in the printing office, operative found that he is a blower, but able to keep up the excitement in such a case as this.

There was considerable excitement over the rumor from Galesburg about the shooting at an engine and almost everyone are talking strikes.

It gave Spalding and crew something to blow about and operative will keep a lookout for him and his associates. Operative saw Opr. Howard passed on to Galesburg during the afternoon and this made the hangers on wonder how the Agency could furnish men at such short notice.

The strikers and their friends are constantly hanging around the depot especially at train time. Mr. Grasely told operative he intended send a new man with a train in the morning, and that he feared

someone would make trouble. They watched the making up of the train but everything went off quietly, as very few of the strikers knew of it although some men had been seen lurking around the depot by the men then on watch. Operative had given the men instructions to call on him if necessary and he would prevent anything getting the start of them, if possible.

The people of this town and surroundings speak of nothing but strikes, strife and contentions. The majority are of the opinion that the Company should have been more liberal in the start and that the strikers must under all circumstances gain their point in this contest or never attempt to strike again.

Yours truly,

Pinkerton Nat'l. Detective Agency

by *W. A. Pinkerton*

Gen'l. Supt. W. Div.

K.B.

OFFICES.

CHICAGO, 191 & 193 FIFTH AVENUE,
WM. A. PINKERTON, SUPT.

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R. J. LINDEN, SUPT.

NEW YORK, 86 EXCHANGE PLACE,
GEO. D. BANGS, SUPT.

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ST. PAUL, 63 TO 65 UNION BLOCK,
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DENVER, 1 & 2 OPERA HOUSE BLOCK,
CHAS. O. EAMES, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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Chicago, March 16th, 1888

H. B. Stone Esq.

Gen'l. Manager C.R. & Q.R.R.

City

Dear Sir:--

Following you will please find report of operative 'M.R.'

Tuesday, March 18th, 1888

To-day in Luda

Operative went to R. Grasely at the Round House, who informed him that there was no immediate danger, but that some local Engineers and firemen had made the selves obnoxious, and that he fears something may happen, also that some of the strikers had attempted to buy off some of the working engineers, but had not succeeded. It also stated that there some of the conductors he had a suspicion on of being in too much sympathy with the strikers. Operative said he would send one of the men on the train to watch them, also report the situation between here and Rushville. Mr. Grasely said that operative and his men should not openly show themselves as watchmen for the present. Later on as operative was sitting in the hotel office one of the local striking engineers entered to buy fruit and cigars some one hinted that he, (the Engineer) could not afford to buy luxuries as he was on a strike. The Engineer proudly retorted that he would be able to supply himself with cigars as he had a strong organization to back him up which was able to contend with the Railroad Company for a long time.

Small crowds are hanging around the depot as trains, yet keeping quiet; some are watching strangers with suspicion.

The people here at present are about equally divided as regards sympathy with the strikers and railroad Company. One of operative's men saw one engineer and two brakemen come home from the North; they told a friend they would soon be about lively, also had a talk with engineer running the water pump and found him to be too much in sympathy with the strikers. It is rumored that one of the local engineers has been to the printing office, and said, in regard to some circulars that they ought to be printed red, and that everything would be red after a while.

In the evening operative went to see Mr. Graseley and heard he had orders from Mr. Rice, Supt. for this section to have men watch night and day and in twos. Operative had made arrangements to carry this order out.

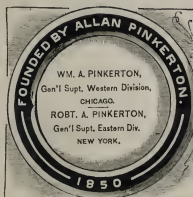
Yours truly,

Pinkerton Nat'l. Detective Agency

by *W. H. R. L.*

Gen'l. Supt. W. Div.

K.B.



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Chicago, March 24th, 1893.

H. H. Stone, Esq.

Gen'l. Manager C.M. & Q.R.R.

Duty

Dear Sir:--

Following you will please find report of operative 'M. H.'

Saturday, March 17th, 1893

To-day in Nevada

The excitement still continues. The strikers have great faith that if the Santa Fe go out it will greatly assist in crippling the C.M. & Q. Road. There are all kinds of rumors about the engineers going out all over the country. The Newspapers report help to keep the excitement up. They are certain, to a man they will be able to bring the C.M. & Q. to terms in some way or another. They also busy themselves with speculations about, ^{how} long this Road will be able to stand the siege. They have prophesied that before long most of the engines on this Road will be turned or spoiled by incompetent men for running on the Road. The afternoon mail train from the East was two hours late. This brought glad to many of the strikers who anticipate to hear news of a break down or burst engine, in charge of one of the new men. A big crowd congregated when the train arrived, but as operative and his men were on the platform they kept quiet. Operative said that the strikers were shouting before he arrived at the new engineers. This has not been repeated in his presence. They also calculate that the Pacific and Northwest turn

Roads will be shortly be ordered out. A man from Galesburg had been here to-day who was trying to induce the men to read a firm.

He professed to be a Committee of one appointed by the Galesburg Brotherhood. The watch are doing well up to date.

Sunday, March 18th, 1888

In addition to the regular hangers on the crowd here to-day have been reinforced by curious people from surrounding places. They are all very inquisitive about the strike.

Some of the strikers and others now think it would be well for the general Government to regulate Railroad business and appoint competent men to settle grievances that may arise. This may or may not show a weakening by the strikers. The men from Galesburg who are visiting the place are ex-firemen on this Road; their names are Molloy and Broll. There is also some talk of the Eastern Roads being tied up in course of time in order to bring this Company to terms. They all agree the fight must not be given up, but something must be done if they can not gain their point. This is the general opinion among the strikers and sympathizers, also that the end is not near by any means. Outsiders in the neighborhood generally sympathize with the strikers, but are afraid of having the roads tied up all over the country, as they foresee the troubles of '77.

Spalding and his crew are steadily watching the trains and assist in keeping up the agitation. They generally have their consultations in some snug corner. They are pointing fingers and clapping hands as if being in earnest of executing something terrible in the near future.

Monday, March 19th, 1893

Notwithstanding the drizzling rain big crowds were assembled about the depot early in the morning. In some cases operative has to let them understand not to come too near the depot. They will in such cases sneak sullenly back and soon appear again in another location. Melloy the striking Drakeman from Galesburg arrived this morning and was in consultation with Spalding until this afternoon, when he went back to Galesburg. Thomson and Spalding are keeping up the same tactics as usual. He will not lose a train in expectation of meeting somebody he will be able to lead up town and instruct in striking principles. The Ford family keep their house open for the strikers as a debating hall. There were also some men from Aurora talking strike all over town especially in the hotels and stores, but this kind of warfare does not seem to affect the situation very much. The majority of the business men will soon be tired of the strike and the only shop in town that are doing some business and really assist in keeping up the village, the operative has learned will soon be affected.

The men about here do not seem to be very much affected by the Santa Fe men's doings in regard to their return to work. Agent Supt. Leelan went past here about 4 P. M. with men for the Railroad.

The watch are doing well.

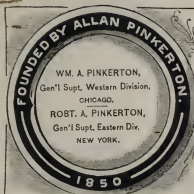
Yours respectfully,

Pinkerton Nat'l. Detective Agency

by *M*

Gen'l. Supt. W. Div.

K.L.



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LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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Chicago, March 23th, 1933

H. B. Stone, Esq.

Gen'l. Manager C.B. & Q.R.R.

City

Dear Sir:--

Following you will please find report of operative

"M. H."

Tuesday, March 20th, 1933

To-day in Noda

Operative heard it whispered this morning that Holloy the traveling agitating fireman had uttered sentences to the effect that he should like to shoot every 'scab' fireman on the road, if it were not for the consequences. As yet operative has no positive information who heard it, but will endeavor to get at the facts as soon as possible. The general opinion is to the effect that they still expect other Roads to go out and refuse to handle C.B. & Q. freight.

They talk a great deal in accordance with newspaper reports, and also what some of the strikers may secretly hear from their headquarters in Galesburg or in Chicago. They are highly jubilant over the stand the St. Paul and Milwaukee Engineers and firemen have taken against this Road. As usual Spaulding was up to receive the train arriving here at 10 A. M. from the West, he appeared anxious until he saw a man in dark clothes and slouch hat, he went for him and took him up town. There is a rumor afloat to the effect that Spaulding is to leave town, but operative does not think so as he seems to be too busy about the matters pertaining to the strike, and further he has been

to see Graseley. The attack on the Galesburg fireman created some sensation here among the strikers.

At 10 P. M. operative took a tour of inspection around and found the two night watchmen inside underneath the water tank, although trains were then moving on the tracks and a number of engines standing by.

Wednesday, March 21st., 1888

Opalding and his crew were out earlier than usual this morning.

At first it seemed that they were expecting somebody to arrive on the train, but after waiting in vain until after 3 P. M., they withdrew in despair, after Opalding had first mailed a letter for the East.

He looked disgusted about something, and kept rubbing his hair as far as the operative could see him. He has been speaking to Mr. Graseley of late and told him that in case of a break down he would not be the last to apply for a job. During their stay about the depot the strikers and their sympathizers discussed the meanness of the roads and men who hauled C. D. & O. freight, and appeared to feel sore about it. Some trampish looking squads have lately infested the depot grounds, they look somewhat suspicious and the operative has given his men orders to look out and prevent them from coming near the switches or the Railroad buildings with fire of any sort.

The general opinion is that the strike will last the whole summer although some of the business men here and the surrounding places are in favor of peace and this sentiment grows among them. The strikers also gain day by day.

Operative was around until midnight looking after the Company's property for fear a fire might be started.

Thursday, March 23th, 1893

The strikers and their friends assembled same as usual and discussed the situation; they did not seem to be as boisterous as usual.

They talked about the meanness of the newspapers who now withhold the news of the strike, some of them ventured to bet that the Railroad Company had bought up all the papers. They also held secret consultations.

Spalding was at Grasey's office this morning and appeared very anxious to see him. Operative heard him say that it is part of his business to be around the depot at train time. It appears it takes matters cooler than in the first stages of the trouble.

The night watch reported some suspicious men moving about, but who finally disappeared. During the evening a great many of the strikers assembled and had a lively discussion. Operative tried to get within hearing distance but they would change the subject as soon as he appeared.

Operative took a tour of inspection about 11 P.M. and found everything quiet.

Friday, March 23rd., 1893

The situation is about the same as yesterday with the exception about the newspaper articles. They are also discussing the rumors about the assaults on the new men in other places; some of them appear as if they were anxious to do the same here. There are also rumors of the switchmen's strike and everybody is talking strike.

Operative had a long talk with Spalding about the strike and the causes that led to it. He claimed that the engineers had grievances to settle from the strike of '79, that the Railroads had then promised raise of wages which had not been fulfilled. When operative mentioned

about the Knights of Labor and that caused them to take the Brotherhoods situations on this road, he said that the both organizations had not acted in harmony, he also hinted that his striking propensities were cooled down a little, and that when the trouble was at an end, ^{road,} he would apply for a job. Operative let him, the report in the Tribune announcing the strike would soon be called off by Arthur. He got up and protested that could not be the case according to his knowledge of the workings of the Brotherhood.

The townspeople keep sullenly quiet, some of them are always criticizing the new Engineers and how they are ruining their trains.

The watch report everything quiet.

Yours respectfully,

Pinkerton Nat'l. Detective Agency

by *M. L. Pinkerton*

Gen'l. Supt. W. Div.

K.B.

Pinkerton's National

Detective Agency

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Chicago March 30th. 1888

H. B. Stone Esq.

Gen'l Manager C.B. & O.Ry.

City.,

Dear Sir, -

Following please find report of Operative 'M.R.'

Saturday March 24th. 1888

To-day in Bush,

It has created a furor among the strikers and their sympathizers to know for a certainty that the switchmen went out on a strike. Whether they had a grievance or not, did not seem to bother them but all of them talk as though the company will be compelled to give in. The crowds attach great importance to it and predict a favorable outcome for the strikers. Spalding probably considered the battle won by the switchmen's action as he did not appear as active as usual but waved his hands to acquaintances in a haughty manner as much as to say, 'we have got them now' Later in the day he came down to grind some planes and tools as if preparing to go to work at his house, presuming it will be a long tie up.

There has been a crowd of suspicious characters about to-day, more so than usual. The Operative has therefore ordered the men to be doubly watchful about the watertanks and the rest of the company's property. He had to drive three trampish looking fellows away from the Round house this evening.

The striker's friends and others are very anxious to find out from

traveling acquaintances what is going on in Galesburg, Aurora and Chicago. There has also been considerable talk about a brakemen's strike in the near future and many hints are to the effect that this would entirely cripple the Railroad and force it into the hands of a Receiver.

The Night Watchman reported having had great trouble in keeping the switch lanterns lit during the raging sleet storm last night. Very few freight trains moved to-day at this Station.

Sunday March 25th, 1888

To-day in Buda,

The day has been stormy and rainy and very few of the mobs have ventured out. They are discussing the new turn the strike has taken by the switchmen going out, in hotels, barber shops and any convenient corner out of the rain. The strikers and their adherents are nodding knowingly to one another and expect great things will happen by tomorrow in their favor. The engineer on west bound train had reported that the switchmen would go to work by Monday. This leaked out and the striking fraternity regarded it as a sign of weakening but pretended not to believe the rumor.

In the afternoon when the storm had ceased, matters became more interesting, the crowds had heard a report of some of the local switchmen were to go to Galesburg. This brought about ill-feeling and such names as 'scabs' 'snakes' etc. were heard to issue from the mobs. They have also predicted that these men who are going will get a warm reception when arriving at Galesburg. The Operative told the leader of them to seek protection as soon as he arrived in Galesburg.

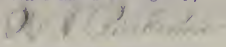
Spalding and his crew are about as lively as ever but he is always careful not to mention anything about striking in the Operative's presence. It is evident that the strikers have a number of friends among the rough class of the population, also for the men who are now working for the company there are some traitors, whom Mr. Grassley will

discharge as soon as the trouble is settled.

The Night Watch reported having experienced great trouble in keeping the switch lights burning during the stormy night. Six freight trains passed this point for the east.

Yours Respectfully,

Einkerton's Nat'l Det. Agency,

by 

Gen'l Supt. West'n Div.

S.D.



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ST. PAUL, UNION BLOCK,
W. J. LOADER, SUPT.

KANSAS CITY, 106 & 107 WEST SIXTH ST.,
C. H. EPPLEBACHER, SUPT.

CHICAGO, MARCH 31ST. 1888.

H. P. STONE ESQ.,

GENL. MNGR. C. B. & Q. RY.

CITY.

DEAR SIR,

FOLLOWING YOU WILL PLEASE FIND REPORT OF OPERATIVE 'M. R.'.

SATURDAY, MARCH 31ST. 88.

TODAY IN BUDA.

THIS MORNING THE OPERATIVE NOTICED LARGE CROWDS
AROUND THE DEPOT WHICH SHOWED SIGNS OF UNLIMITED THIRST FOR
FURTHER NEWS ABOUT THE RIOTS AND DEPREDACTIONS IN CHICAGO.

THE OPERATIVE SAW SPALDING, JUST AS HE WAS LEAVING TO
ATTEND THE DEMOCRATIC CAUCUS. HE APPEARED VERY SORRY TO LEAVE
HIS VOCATION ABOUT THE DEPOT. FRED PATCH, THE OTHER STRIKING ENGINEER
NEER ALSO KEEPS HIMSELF IN THE VICINITY, BUT WITHOUT MIXING WITH
THE STRIKERS, FURTHER THAN TO ACKNOWLEDGE THEM AS ACQUAINTANCES.

THE OPERATIVE REPORTS THE DAY AS BEING VERY QUIET EITHER
FROM THE FACT THAT SPALDING WAS ABSENT, OR THAT THE WHOLE POPULATION
HAVE BEEN TOO DEEPLY INTERESTED IN POLITICS TO ATTEND TO MATTERS
ABOUT THE DEPOT.

A NUMBER OF STRIKING FIREMEN WITH BAD REPUTATIONS, WHO
WERE FORMALLY STATIONED AT RUSHVILLE ARE EVIDENTLY IN THE CAPACITY
AS REPORTERS FOR THE BROTHERHOOD.

THE NIGHT WATCHMAN REPORTED A GENERAL QUIETITUDE DURING
THE NIGHT.

SUNDAY, APRIL 1ST. 88.

THIS BEING SUNDAY, THE CROWDS THAT USUALLY ASSEMBLED INCREASED ABOUT THE DEPOT. THE STRIKE AND WHAT PERTAINS TO IT WAS THE GENERAL CONVERSATION, AND IT ALSO LEADS TO ARGUMENTS EVEN AMONG PEOPLE THAT ARE APPARENTLY DISINTERESTED.

THE MAJORITY OF THE PEOPLE KEPT VERY QUIET, BUT MANY APPEARED TO HAVE BEEN DRINKING, AND WERE SOMEWHAT ABUSIVE. A CLOSE WATCH WAS KEPT ON THEM TO PREVENT THEIR CRAZY IDEAS TO LEAD TO ANY DISTURBANCE

ON THE 10 A. M. TRAIN BOUND EASTWARD, HOWARD FROM GALESBURG, CAME ALONG ON AN INSPECTION TRIP. THE OPERATIVE REPORTED THE DAY QUIET WITH THE EXCEPTION OF A FEW DRUNKEN MEN WHO WERE MEDDLING WITH THE TRUCK ABOUT THE DEPOT, AND MAKING THEMSELVES OBNOXIOUS. THEY WERE ORDERED FROM THE VICINITY, AND LEFT MUTTERING TO THEMSELVES UNINTELLIGIBLE WORDS. TWO STRIKING FIREMEN WERE AMONG THEM. A STRICT WATCH WAS KEPT ON THE COMPANYS WATER TANKS, AND PUMP WORKS LOCATED ABOUT ONE AND ONE FOURTH MILES FROM THE TOWN, AS THEY COULD EASILY BE FIRED AND THE MACHINERY DAMAGED.

THE NIGHT WATCH KEPT STRICT GUARD ON THESE POINTS, AND ON THE ROAD FROM WHERE THEY COULD SEE WHETHER ANY FIRING WAS DONE.

THE NIGHT WAS REPORTED QUIET, AND NO TROUBLE OF ANY KIND.

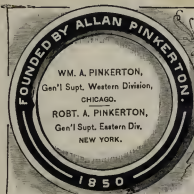
YOURS RESPECTFULLY,

PINKERTON NAT'L DETECTIVE AGENCY.

BY.

GENL. SUPT. WESTERN DIVISION.

F. T.



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CHICAGO, APRIL 30th 1888.

H. B. STONE, ESQ.,

GENL. MNGR. C. B. & Q. R Y.

CITY.

DEAR SIR,

FOLLOWING YOU WILL PLEASE FIND REPORTS OF MY OPERATIVES.

OPERATIVE^s M. R^s REPORTS.

FRIDAY, MARCH 30th 88.

TODAY IN BUDA,

THE OPERATIVE REPORTS THE STRIKE AS THE TOPIC AMONG
THE ROWDIES MUSTERED AT THE DEPOT. SPALDING WAS SEEN AGAIN AT GRASS-
LEYS OFFICE, AND HE CONVERSED IN SUCH A STRAIN THAT THE OPERATIVE
CONCLUDED HE WAS ANXIOUS TO SEE THE TROUBLE SETTLED.

OPERATIVE HEARD THAT THE MEN MENTIONED IN LAST REPORT DID
NOT SUCCEED IN THEIR BOYCOTTING SCHEME AGAINST THE NEW ENGINEERS
AT RUSHVILLE, AND HAD LEFT FOR OTHER PASTURES.

HE ALSO REPORTS THAT THERE ARE SOME STRANGERS AT BUDA, BUT
THEY KEEP THEMSELVES UP TOWN OR AT THEIR MEETING PLACE WHICH IS
AT FORDS, AND THEY SEEM TO SYMPATHIZE, AND ARE MORE EAGER FOR NEWS
CONCERNING THE OUT COME OF THE TROUBLE, THAN THE REAL STRIKERS.

AT THE DEPOT ABOUT TIME FOR THE CHICAGO TRAIN TO ARRIVE
THE OPERATIVE HEARD THE SWITCHMEN DISCUSSING IN SUCH A MANNER ABOUT
THE STRIKE, AS TO MAKE HIM BELIEVE THEY BUILT THEIR HOPES ON IT, AND
ARE YET SANGUINE THAT THE RAIL ROAD COMPANY WILL BE CRIPPLED AND
FORCED TO GIVE IN. THE BUSINESS MEN OF THE TOWN ARE GETTING UN-

EASY, AND GENERALLY CONDEMN THE SWITCHMANS STRIKE AT LEAST THE RESPECTABLE PART OF THEM. THE NIGHT WATCHMAN REPORTED EVERYTHING QUIET DURING THE NIGHT. A STOCK TRAIN HAD ARRIVED EARLY IN THE MORNING, FOR THE EAST, LOADED WITH CATTLE WHICH HAD HAD NO ATTENTION FOR SEVERAL DAYS. IT WAS MOVED EASTWARD DURING THE MORNING.

SATURDAY. MARCH 31ST. 88.

THE OPERATIVE REPORTS THAT DURING THE MORNING THE EXCITEMENT RAN HIGH AMONG THE STRIKERS, AND SYMPATHIZERS CAUSED BY THE NEWS RECEIVED FROM CHICAGO, AND THE BURNING OF SHOPS AT AURORA.

THE MOBS HAVE CARRIED THEIR HEADS CONSIDERABLY HIGHER AFTER FEEDING THEIR RIOTING TENDENCIES ON THE MISDEEDS OF THEIR MISCREANT COMPANIONS. OPERATIVE SAYS THEY ONLY NEED A LEADER AND A SPARK OF SOME CAUSE TO PUT THEM AFIRE. AN UNUSUALLY LARGE NUMBER OF STRANGERS ARE REPORTED AS HANGING AROUND THE DEPOT EVERY EVENING. OPERATIVE INQUIRED THEIR BUSINESS, AND THEY SAY THEY ARE WAITING FOR THE 4 P. M. TRAIN FROM CHICAGO. A CLOSE WATCH WAS KEPT ON THEM.

WHEN THE TRAIN HAD LEFT THE OPERATIVE DROVE THEM OFF THE GROUNDS IN SHORT ORDER AND ADVISED THEM NOT TO RETURN. THEY OBEYED ORDERS, AND AS FOR ANYTHING ELSE, EVERYTHING WAS FOUND IN GOOD ORDER ABOUT THE YARDS, AND THE NIGHT WATCHMAN REPORTED ALL QUIET DURING THE NIGHT.

OPERATIVE 'M. B. T.' REPORTS.

THURSDAY. MARCH 29TH. 88.

TODAY IN ELMIRA,

THE OPERATIVE ARRIVED IN ELMIRA ABOUT 8.43 A. M. AND IMMEDIATELY SENT A TELEGRAM TO 'G. D. B' NOTIFYING HIM OF HIS ARRIVAL, AND OF THE NAME OF THE HOTEL AT WHICH HE WAS STOPPING.

AFTER BREAKFAST THE OPERATIVE PROCEEDED TO THE ERIE RY. YARDS, AT WHICH PLACE THE NEWS WAS CIRCULATED THAT HE WAS EMPLOYING

MEN TO GO TO CHICAGO. DURING THE MORNING THE OPERATIVE VISITED THE ERIE RY. OFFICE, BUT DID NOT SEE EITHER THE DIVISION SUPT. OR TRAIN MASTER, AS THEY WERE NOT IN THEIR OFFICES.

THE D. L. & W. RY. YARDS WERE NEXT VISITED, AND THE YARD MASTER TOLD OPERATIVE THAT ANY OF HIS MEN WHO WISHED TO COULD GO AND HE WOULD GIVE THEM A RECOMMENDATION. THE OPERATIVE THEN ENGAGED TWO OF THE MEN, RUBE LEONARD AND HENRY. MC. BRIDE, AFTER WHICH MR. HAMILTON WAS WIRED IN REGARD TO THE MATTER. DURING THE EVENING THE OPERATIVE WENT TO THE ERIE DEPOT, AT WHICH PLACE HE REMAINED UNTIL 8.45 P. M., A TELEGRAM WAS RECEIVED FROM GEO. BROOKS, WHICH WAS IMMEDIATELY REPLIED TO, AND THEN DAVID BRIGGS WAS INFORMED THAT NO MEN WOULD BE SENT TO CHICAGO THAT EVENING. AT 11.15 P. M. THE OPERATIVE RETIRED TO HIS ROOM, BUT BEFORE RETIRING ANOTHER TELEGRAM ARRIVED TELLING HIM TO TAKE FIRST TRAIN FOR CHICAGO. HE THEN PROCEEDED TO THE TELEGRAPH OFFICE AND REPLIED TO DISPATCH, AND GAVE THE NAMES OF THE APPLICANTS, DAVID BRIGGS, HENRY MC. BRIDE, AND RUBE LEONARD.

FRIDAY MARCH 30TH. 88.

AT 2.15 A. M. THE OPERATIVE LEFT ELMIRA ON TRAIN NO 5. L. S & W. RY. FOR CHICAGO. HE ARRIVED ABOUT 12 P. M. AND PROCEEDED AT ONCE TO THE AGENCY, WHERE HE REPORTED TO GENL. SUPT.

OPERATIVE 'R. G' REPORTS.

THURSDAY. AMCH. 29TH. 88.

TODAY IN AURORA.

ACTING UNDER INSTRUCTIONS OF SUPT. 'R' THE OPERATIVE SAW WATKINS, THE HACKMAN, WHO SAID HE LED THE SPOTTER SPOKEN OF AS BEING IN GRAMPPS LUNCH ROOM IN YESTERDAYS REPORT TO SPRING NEAR LASALLE ST, WHERE SOME OF THE 'FELLOWS' DONE THE SPOTTER UP. HE DID NOT MENTION ANY NAMES. ABOUT 8. 10 P. M. A FIRE ~~BROKE~~ BROKE OUT IN THE

CAR SHOPS OF THE C. B. & Q. BUT BEFORE THE OPERATIVE HAD ARRIVED ON THE SCENE WHICH WAS WITHIN A VERY SHORT SPACE OF TIME AFTER THE ALARM WAS GIVEN, A PART OF THE BUILDING HAD FALLEN IN.

THE BUILDING WAS USED AS A PAINT SHOP, AND FOR FINISHING, AND ALSO AS SLEEPING APARTMENTS FOR THE PRESENT ENGINEERS AND FIREMEN. OPERATIVE LEARNED THAT SEVERAL OF THE MEN ESCAPED WITHOUT ANYTHING EXCEPT THEIR SHIRTS. IN LESS THAN HALF AN HOUR THE BUILDING WAS CONSUMED, AND OPERATIVE LEARNED THAT THE FIRE WAS STARTED BY THE EXPLOSION OF A LAMP.

THE OPERATIVE SAW THE MAN DESCRIBED IN YESTERDAY'S REPORT AS MAKING THREATS TO THE CHIEF OF POLICE. HE IS DESCRIBED AS LOOKING RATHER SHABBY, WITH A GRAY SACK COAT, DARK PANTS AND FUR TURBAN, ALSO A HANDKERCHIEF TIED AROUND HIS NECK. THE OPERATIVE SHADOWED HIM FOR A WHILE BUT SAW HIM DO NO HARM. ALL OF THE PEOPLE ARE OF THE OPINION THAT THE FIRE WAS CAUSED BY CARELESSNESS OF SOME ONE IN THE BUILDING. OPERATIVE VISITED MR. RODES' HOUSE, AND HE SAID ONE OF THE MEN LIGHTED A BUNCH OF PAPER, AND THREW IT ASIDE AND THEN RAN OUT THE DOOR. THE OPERATIVE REMAINED ON THE STREETS UNTIL 1.20 P. M., BUT SAW NO DISTURBANCES.

FRIDAY. MARCH 30TH. 88.

THE OPERATIVE ACCORDING TO INSTRUCTIONS, REMAINED ON THE STREETS AND IN THE VICINITY OF THE "Q" TRACKS ALL DAY, BUT SAW NO DISTURBANCES OF ANY KIND. QUITE A NUMBER OF SWITCHMEN WERE REPORTED ON THE STREETS, BUT VERY FEW ENGINEERS WERE SEEN, AND FIREMEN.

THE OPERATIVE SAYS THE MERCHANTS ARE BEGINNING TO TALK LOUD ABOUT DULL TIMES. HE HEARD ONE SAY THAT HE WISHED HE COULD SELL OUT REASONABLY WELL, AND HE WOULD LEAVE THE PLACE.

NOTHING OF INTEREST WAS LEARNED ABOUT THE FIRE OF THURSDAY NIGHT.

OPERATIVE J. M. REPORTS.

THURSDAY, MARCH 29TH 88.

TODAY IN CRESTON.

THE OPERATIVE REPORTS THAT THE STRIKING SWITCHMEN AND ENGINEERS HELD A JOINT MEETING, WHICH RESULTED IN THE ENGINEERS AGREEING TO GIVE THE SWITCHMEN \$40 PER MONTH, WHILE OUT ON A STRIKE.

AT 5. 30 P. M. THE OPERATIVE RECEIVED INSTRUCTIONS FROM SUPT. TO RETURN TO CHICAGO,, AND AT 4. 40 P. M. HE LEFT CRESTON ARRIVING AT 4. 40 P. M. MARCH 30TH. WHEN OPERATIVE LEFT CRESTON THERE WAS NO SIGN OF TROUBLE, AND ALL WAS VERY QUIET.

YOURS RESPECTFULLY.

PINKERTON NAT'L. DET. AGENCY.

BY.

H. S. G. in the low.

GENL. SUPT. WESTERN DIVISION.

H. F. T.

FOUNDED BY ALLAN PINKERTON

WM. A. PINKERTON,
Gen'l Supt. Western Division.
CHICAGO.

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Div.
NEW YORK.

1850



**Pinkerton's National
Detective Agency**

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ST. PAUL, UNION BLOCK,
W. J. LOADER, SUPT.

KANSAS CITY, 105 & 107 WEST SIXTH ST.,
C. H. EPPENHEIMER, SUPT.

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Chicago, April 5th.88

H.B.Stone Esq.,

Gen'l.Mngr.C.B.& Q.R.R.

City.

Dear Sir.,

Following you will please find report of operative

"M.R."

Monday, March 26th.88

To day in Buda,

The strikers and their loafing crews are now bent on hearing from Chicago, that some terrible fate has befallen those who take the Switchmen's places and they are questioning every one on in coming trains for information, and it appears so that the loafing crowds are even more eager than the real strikers, and many are the calculations about the outcome of the meetings to be held in Chicago by the delegates from the four interested unions, and there are also lively discussions concerning the assaults on enginemen in other places.

When the Switchmen (mentioned in yesterday's report) were to leave for Galesburg to day, some of the local hangers on crowded around, eager to catch their last instructions. Spalding was among them and attempted to press forward, by making some flank movements. The operative kept them at a distance and they understood this and retaliated by gnashing their teeth, and finally the train started and the mob were left

to swallow their hatred. Spalding is again regularly at the incoming trains as before, he must evidently have gathered up new courage since the Switchmen's strike. He had a long consultation with some strangers to day, and the operative has talked to some local Brakemen and they appear not to be very eager for a strike, but think their earnings are very small in comparison with the Engineers.

During the evening the strikers and sympathizers are were still discussing and speculating upon what the united meetings in Chicago will bring forth, and they seem to have great faith in the outcome, and that their resolutions will greatly benefit the striking fraternity.

The night watch report matters quiet, and few freight trains moving during the night.

Tuesday, March 27th. 88

During the forenoon the strikers and their crews were still talking about how the meetings in Chicago would turn out, and they are seemingly very eager to know the results. They are also discussing the probability of a general strike all over the Western roads, and what it would lead to, and they don't seem to favor the Brakemen's strike, as they think these could easily be supplied.

The strikers and sympathizers seem to grow more ardent as the strike progresses, and this could plainly be noticed when a Freight train arrived from the East. A waycar that was attached to the train had the front end stowed in, and this they ascribed to be the fault of the new Engineers, and many and loud were their criticisms concerning the latter's incompetency.

Some freight trains were moving past this point to day, and the hangers on were wondering who done the switching at the principal points. Large crowds had gathered about the depot before the 4 p.m. train arrived from Chicago, anticipating to hear news of bloody battles between the Pinkerton guards on one side and the Switchmen and their sympathizing mobs on the other; and Spalding was in the midst of a crowd behind the depot, he held forth to them in a low voice, but evidently he was explaining new tactics to be followed, and impressing upon them the fairness and necessity of the present strike.

Some one had spread the rumor to the effect that the Switchmen had returned to work, this startled the mob and kept them busy until late. The night watch reported matters had been in a normal condition during the night.

Wednesday, March 28th. 88

The usual hangers on were around the depot waiting for the news, and they appear to be highly interested concerning the outcome of the strikers new tactics. Spalding went to Grassley's office this morning carrying the cloak on both shoulders. His visits are principally to effect some meditative course out of the present pinch that he certainly feels are tightening around him, and by judging from his expressions he has not entirely lost sight of the favor that he might have been in receipt of by the company, but not withstanding, he is working with all his might for the brotherhood, and the operative has it from good authority that two men had been in Rushville (the terminus of the branch running south from here) to stir up the business portion of the town against the new engine men, and they had visited boarding houses and all other places

that the new men would likely come in contact with, for the purpose of having them institute a boycott against the new rail-
roaders. One of the Culprits is a brotherhood engineer, whose
name is Elmer Work and the other a striking Fireman named S.H.
Mallory. A Conductor reported that some of the strikers had
had an altercation with the Pinkerton men at Galesburg, and had
been worsted and hustled off the tracks. This spread among
the mobs and they appeared to hold secret consultation in re-
gard to it. In spite of all their talk the crowd seemed to
be more demonstrative, but whether this may only be regarded
as a lull before the rising storm, time will show.

There were some strangers sneaking around the grounds
all day, but they have kept them under close surveillance and are
bound to freeze them out.

The night watch reported all quiet as usual, and on-
ly a few freight trains moving.

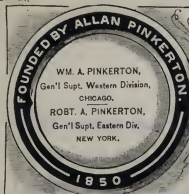
Yours Respectfully,

Pinkerton's Natl Detective Agency.

by *J. H. Pinkerton*

Genl Supt. W. Div.

A.C.



OFFICES.
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R. J. LINDEN, SUPT.
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DENVER, 1 & 2 OPERA HOUSE BLOCK,
CHAS. O'FAMES, SUPT.
ATTORNEYS, J. R. R. & J. R. R.
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
DR. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Chicago, March 20th, 1893.

H. B. Stone, Esq.

Gen'l. Manager C.D. & G.R.R.

City

Dear Sir:--

Following you will please find report of operative "A. R."

Thursday, March 15th, 1893

To-day in Judge

The watch is now working well but crowds continue to assemble around the depot when any trains arrive and eagerly discuss matters pertaining to the strike and waiting to hear whether there had been any further disturbance. The general opinion among them is that the strikers are bound to gain their points. The crowds interested are now waiting for a favorable decision from Judge Chesler in behalf of their cause and appear to be very anxious to know the result.

Some of the men who have been in the habit of hanging around the water tanks, coal sheds and round houses have been made to understand they must find their own business. At first when operative came here some of the hangers on would come around the engine, but as they now see him constantly about they keep away. Spalding, the striking engineer thinks it very queer that the Company's property should be watched here, he had told Mr. Gracely so.

About town the people appear to be greatly interested and want to see it settled in some way, although the majority have no sympathy for the Company. Some of the business men whom operative spoke with

last evening complained of the Company's charges for small packages as freight less than one hundred pounds and held this to be outrageous, also several other complaints. The town constable seems to be very busy among the strikers, more so than his position should allow him.

Operative will have a look out for them all.

Friday, March 16th, 1888

The excitement is still kept up by the strikers who are constantly about eager for the latest news and for something to turn up.

Yesterday a former brakemen on this road come to this place from Salesburg ostensibly for the purpose of impressing on the local strikers the necessity of remaining firm; he is known as a persistent agitator among the strikers. Operative had a look out for him while around the depot.

In the afternoon at 4 P. M. a large crowd had assembled around the depot. They expected to see a Brotherhood engineer on the engine pulling the train then due from Chicago, as such a rumor had been afloat. They were greatly surprised and chagrined at seeing their anticipations were wrong, when instead they saw one of the new men at the throttle, who handled the train with speed and grace.

The crowd had evidently had meant trouble if seeing an old Brotherhood Engineer had gone back. Judge Gresham's decision did not seem to have staggered them very much. There are crowds of young men hanging around the depot at all hours of the day who read Indian novels and are constantly looking for some excitement to turn up.

From these operative expects trouble when it breaks loose. There also a number of the strikers on most of the trains, in operative's opinion they must be flying agitators as they will jump off the train

-3-

and have hurried consultations with some of the strikers and then get in the cars again. Operative is not able to learn much of their conversations now as they know who he is.

Up to the present the watch is regularly kept and doing well.

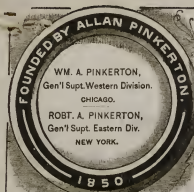
Yours respectfully,

Pinkerton Nat'l. Detective Agency

by

Gen'l. Supt. W. Div.

K.B.



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KANSAS CITY, 105 & 107 WEST SIXTH ST.,
C. H. EPPENHEIMER, SUPT.

CHICAGO, APRIL, 23RD. 1888.

H. B. STONE, ESQ.,

GENL. MGR. C. B. & Q. RY.,

CITY.

DEAR SIR,

FOLLOWING YOU WILL PLEASE FIND REPORTS OF MY OPERATIVES,
OPERATIVE 'M. R.' REPORTS,

THURSDAY, APRIL, 12TH. 88.

TODAY IN BUDA,

THIS MORNING THE USUAL CROWDS ASSEMBLED AND DIS-
CUSSED THE TOPIC OF THE DAY, AND ESPECIALLY THE STRIKERS BEHAVIOR
IN CHICAGO.

THE RABBLE WHICH CONSTITUTED ONE PARTY, WERE ONLY JESTING
ABOUT THE FALSE STORIES CIRCULATED BY THE STRIKERS, AND DOUBTED
VERY MUCH THAT THE LAW COULD REACH THEM FOR CONSPIRACY, WHILE THE
OTHER PARTY CONTAINING OLD CITIZENS OF THE TOWN AND OTHERS
CLAIMED THAT THE PRACTICE OF THE STRIKERS, WERE SHAMFUL IN THE
EXTREME, AND MERRITED A SEVERE PUNISHMENT AS THEY ENDANGERED LIFE
AND PROPERTY. INDIVIDUALS OF BOTH PARTIES, KEPT UP LIVELY ARGUMENTS
UNTIL ALL THE MORNING TRAINS HAD PASSED.

THE OPERATIVE VISITED THE PUMPING WORKS, WHERE IT WAS FOUND
NECESSARY TO HAVE A MAN WATCH, AND FOUND EVERYTHING IN USUAL ORDER
AND ALSO ALONG THE TRACKS BOTH NORTH AND SOUTH OF THE TOWN.

DURING THE AFTERNOON THINGS REMAINED QUIET IN THE VICINITY
OF THE DEPOT. SPALDING THE ENGINEER HAS NOT RETURNED, BUT

M.R.

"REYNOLDS" KEEPS HIS TONGUE VAGGING IN FAVOR OF THE STRIKERS, FOR THOSE WHO ARE ANXIOUS TO CONTINUE THE EXCITEMENT.

SUSPICIOUS CHARACTERS HAVE GIVEN THIS POINT A WIDE BERTH TODAY, AS NONE HAVE BEEN SEEN. DURING THE EVENING, THE CROWDS AROUND THE DEPOT WERE WONDERING HOW THE COMPANY HAD BEEN ABLE TO RECOVER SO FAST, AND HANDLE THE HEAVY FREIGHT BUSINESS, WHICH INCREASES EVERY DAY.

FRIDAY, APRIL, 13TH. 88.

PEOPLE GATHERED AT THE DEPOT AHEAD OF TIME, AND WONDERED HOW THE BROTHERHOOD COULD AFFORD TO SPEND SUCH LARGE SUMS OF MONEY AS THE NEWSPAPERS HAD STATED, WHILE THE STRIKERS HELD THAT THE BROTHERHOOD HAD UNBOUNDED RESOURCES, AND THAT THE ENGINEERS AND FIREMEN WOULD NOT BE IN NEED OF SUPPORT, WHILE THERE WERE SO MANY RAILROADS IN THE COUNTRY BESIDE THE C. B. & Q. RY. COMPANY.

SPALDING RETURNED HOME FROM THE EAST ON THE 4 P. M. TRAIN AND PROCEEDED DIRECTLY TO HIS HOME, BUT WITH AN AIR AS THOUGH HE HAD BEEN ABSENT ON AN IMPORTANT MISSION. THE NIGHT WATCH REPORTED THINGS QUIET DURING THE NIGHT.

SATURDAY, APRIL 14TH. 88.

THIS MORNING MOST OF THE IDLE TOWNSPEOPLE HAD ASSEMBLED AT THE DEPOT, AND THOSE WHO HAD POSSESSION OF THE CHICAGO, TIMES, WERE EAGERLY SOUGHT AFTER, AS THEY WERE ABLE TO TELL ALL THE NEWS, ABOUT THE STRIKERS LATEST EXPLOITS, WHEREAS THE DAILY NEWS WAS CONDEMNED AS WORTHLESS FOR NOT MENTIONING THE STRIKE.

SOME OF THE CROWD SAID THE STRIKER COULD NOT BE OVER AS REPORTED BY THE COMPANY, WHEN THE MEN COULD RIOT AS THEY DID IN CHICAGO. THE MORE CONSERVATIVE INSISTED THAT THE ROAD WAS RUNNING WELL ENOUGH IN SPITE OF THE STRIKERS, AND THEIR JUDGEMENT PREVAILED.

THE OPERATIVE MADE A TRIP TO THE PUMPING WORKS, AND FOUND ALL IN GOOD ORDER.

THE NIGHT WATCH REPORTED THAT TWO TRAINS HAD BEEN UNCOUPLED IN FOUR SECTIONS BETWEEN 11 AND 12 O'CLOCK, BUT THEY WERE UNABLE TO CATCH THE CULPRITS. THE OPERATIVE WILL MAKE AN INVESTIGATION OF THE AFFAIR.

SUNDAY, APRIL, 15TH. 88.

TODAY THE OPERATIVE ASCERTAINED THE NAMES OF THE MISCREANTS WHO DID THE UNCOUPLING OF THE CARS LAST NIGHT, AND FOUND THAT THEIR NAMES WERE AS FOLLOWS., PATRICK FORD, GEORGE HOLMES, GEORGE ZINK AND ALBER JOHNSON. THEY ARE ALL OUTSIDERS, BUT IN SYMPATHY WITH THE STRIKERS. AS SOON AS POSSIBLE THE OPERATIVE HELD CONSULTATION WITH MR. GRASSLEY, AND THEY AGREED TO REMAIN QUIET ON THE SUBJECT UNTIL THEY HAD CONSULTED WITH THE DIVISION SUPT., AND THE COMPANY'S ATTORNEY. WHILE TALKING PATRICK FORD, APPROACHED THE OPERATIVE, AND TRIED A BLUFF GAME, BUT FINDING IT DID NOT WORK, HE ASSERTED THAT HE HAD BEEN AT HOME, AND ASLEEP WHEN THE UNCOUPLING OCCURED, AND IF THE WORST CAME, HE HAD MONEY ENOUGH, AND FRIENDS TO HELP HIM. HE IS KNOWN AS A RUFFIAN AND OPENLY ASSERTS THAT HE IS WITH THE STRIKERS.

THE OPERATIVE GATHERED SUFFICIENT WITNESSES TO MAKE A CASE AGAINST THEM, BUT FOUND IT RATHER A DIFFICULT MATTER, AS THE MEN APPEARED TO BE AFRAID TO TELL WHAT THEY KNEW. IN SOME WAY IT HAD LEAKED OUT THAT THE MISCREANTS WERE SUSPECTED, AND MORE SO WHEN FORD OPENLY WANTED TO KNOW IF HE WOULD BE ACCUSED OF IT. ABOUT 7 P. M. MR. GRASSLEY RETURNED FROM GALESBURG. HE SAID TWO ATTORNEYS WOULD BE HERE AT 10A. M. THE 16TH, AND FOR THE WITNESSES AND ALL TO MEET AT HIS OFFICE TO ACT IN ACCORDANCE WITH THE VIEWS OF THE ATTORNEYS.

TUESDAY, APRIL, 17TH. 88.

THE CROWDS OF STRIKERS, AND IDLERS WERE ON HANDS EARLY THIS MORNING, IN ANTICIPATION THAT SOMETHING WOULD HAPPEN IN REGARD TO THE ARREST OF THE SUSPECTED MEN, WHO UNCOUPLED THE CARS SATURDAY NIGHT. AS YET THE MEN CLAIM TO BE ABLE TO PROVE THAT THEY WERE ALL IN THEIR RESPECTIVE HOUSES, WHEN THE MISCHIEF OCCURED. GEORGE HOLMES FLED THE TOWN AS SOON AS HE HEARD AN INVESTIGATION WAS TO BE MADE.

THE MAIL TRAIN DUE HERE AT 10.30 A. M. WAS FIVE HOURS LATE WHILE WAITING, THE IDLERS WERE GUESSING WHAT THE CAUSE COULD BE AND THE MAJORITY CAME TO THE CONCLUSION THAT THE NEW ENGINEER WAS ATFAULT. THE SHOOTING AFFAIR AT AURORA WAS ALSO DISCUSSED AND SOME OF THEM CLAIMED THAT THE RAILROAD COMPANY SHOULD NOT BE FURNISHED WITH FIRE ARMS, OTHERS AGAIN HELD THAT THE MAN WHO DID THE SHOOTING HAD BEEN ASSULTED, AND CONSEQUENTLY DID THE RIGHT THING TO DEFEND HIMSELF. THE OPERATIVE NOTICED SEVERAL ABOUT WHO WERE ANXIOUS TO KNOW SURELY AS TO THE ARRESTS WHICH WOULD BE MADE, BUT THEY GAINED NO SUCCESS IN THAT DIRECTION, FOR AS THE CASE STANDS IT KEEPS THE MISCREANTS IN A CONTINUAL SCARE. DURING THE EVENING EVERYTHING WAS QUIET, IN THE YARDS AS MOST OF THE PEOPLE ARE ABSORBED IN POLITICS.

WEDNESDAY, APRIL, 18TH. 88.

THIS MORNING ALL WAS QUIET UNTIL, THE NIGHT VATCHMAN REPORTED THAT A STRIKER HAD BEEN SHOT DEAD AT AURORA, BY A SOCALLED SCAB ENGINEER, BUT WHEN THE NEWSPAPERS WERE LOOKED THROUGH, THEY WERE FOUND NOT TO CONTAIN ONE PARTICLE OF NEWS IN REGARD TO THE REPORT WHICH HAD BEEN CIRCULATED. LOW WHISPERINGS WERE INDULGED IN AND EVERYBODY SEEMED TO BE IN A QUANDRY ABOUT OBTAINING THE REAL FACTS.

THE MAJORITY WERE KEPT BUSY SOLVING THE PROBLEM UNTIL NOON. THE REAL GROUND FOR THE STORY WAS THIS, A CONDUCTOR ON A WEST BOUND FREIGHT TRAIN HAD FIRST INFORMED THE WATCHMAN OF IT. LATER THEY HEARD IT CORROBORATED BY A BREAKMAN, BUT THE OPERATIVE THINKS IT MERELY AN EXAGGERATION OF THE SHOOTING ON APRIL 16TH.

DURING THE AFTERNOON, THE OPERATIVE HELD CONVERSATION WITH MR. TUTLER, TRAVELING ENGINEER. HE SAID THE STRIKERS WERE KEPT DOWN ALL ALONG THE LINE, AND IT WAS MORE QUIET NOW THAN FORMALLY ON THE ROAD. HE MENTIONED ABOUT THE PINKERTON MEN AT MENDOTA, GETTING RID OF SOME OF THE STRIKERS FROM THE YARDS AND ALSO ABOUT THE TULAL TO TAKE PLACE IN REGARD TO IT.

IN TAKING A TRIP UP AND DOWN THE RAILROAD TRACKS, THE OPERATIVE FOUND THINGS IN THEIR USUAL ORDER. THE CONDUCTOR ON THE BRANCH PASSENGER TRAIN SPOKE OF THE SWITCHES BEING MISPLACED AND OTHER CROKED WORK WHICH HAD BEEN DONE. FOR SOME TIME THERE HAVE BEEN NO TRAMPS IN THE TOWN, BUT TODAY ONE MADE HIS APPEARANCE AND WAS VERY UGLY, AND INSISTED IN MAKING A BONFIRE, BUT HE WAS CUT SHORT IN HIS WORK. HE HAD MUSTERED UP COURAGE ENOUGH TO CROSS OVER FROM THE ROCK ISLAND TRACKS AGAINST THE ADVICE OF HIS CHUMS AND WAS SENT FLYING IN THE SAME DIRECTION WITHOUT TIME TO EVEN GET HIS PASSPORT. THE NIGHT WATCH REPORTED ALL QUIET DURING THE NIGHT.

THURSDAY, APRIL, 19TH. 88.

THERE WERE FEW IDLERS ABOUT THE DEPOT THIS A. M. PROBABLY ON ACCOUNT OF THE SNOW STORM, BUT THOSE WHO HAD GATHERED THERE WERE DISCUSSING THE STRIKE, AND ITS PROGRESS OUT WEST, ESPECIALLY IN KANSAS CITY, AND ST. JOSEPH MO. THEIR INFORMATION IN REGARD TO THIS MATTER WAS GAINED THROUGH THE CHICAGO GLOBE. THE PERSONS AT THE DEPOT DISCUSSED THE NEWS UNTIL THEIR ATTENTION WAS CALLED TO

The incoming trains at 11-30 am brought some pur-
 portly tough looking characters and a careful watch was kept on them.
 During the afternoon Opt. made his usual rounds going up and down the
 tracks and dislodge some tramps who had settled down to house
 keeping behind some side tracked cars. Small crowds assembled at the d-
 depot during the afternoon and a few of them wondered at the amount of
 freight going over the road. Mr Tuttle made a little speech wherein
 he upheld the activity of the railway management, and denounced the
 strikers. His speech, which was not finished, was both interesting and applauded.

The Opt. has not heard of the uncoupling of the cars mentioned to-
 day, and he expects the guilty party to expose himself when thinking the
 whole affair is forgotten.

Sunday April 22nd 1888

The towns-people who gathered this morning at first
 consisted of a decent class and talked in a general way about
 everything but after awhile the more unruly element appeared and talk-
 ed about the strike and especially the derailing of the freight train
 in Chicago yesterday and said the strikers were not downed yet and that
 they held out great hopes when the investigation by the Inter State
 Commerce Commission into the competency of the new engineers and general
 overhauling of the C.B. and Q. affairs. Engineer Spalding was pre-
 sent when the trains began to arrive and when his old engine (No 3)
 all bright and shining, just from the repair shops was switching up and
 down the Yards the men present commenced to make little remarks which
 made Spalding raging and he could not even hint at being offended. He
 appears to be sick of the whole thing since coming back from his trip.
 There was nothing said by any one of the car uncoupling today.

Monday April 23 rd 1888

In the morning the crowds gathered about the depot and discussed the strike in general also the inquiry by the Inter-State commission and speculated on the result, the more intelligent were of the opinion that the strikers would not benefit the strikers in the least and if the Brotherhood engineers were examined they might not fare so well as the so called (scabs), heavy freight trains were at this time passing and a great many of the men present praised the railroad management on its pluck in gathering up its partly lost business and recovering as soon as they did from the effects of the strike. A man named Wolfenburger - a local striker, has of late made his appearance about the depot and to-day when the train arrived he tried to assist in lifting a trunk but his services were roughly declined by the baggage men who told him that there was men there to do that work and if he was on a strike he better stay there until called for, Spaulding was standing there and was visibly affected, Outside of an unusual large crowd gathering around the depot in the afternoon nothing of importance occurred.

Tuesday April 24 th 1888

In spite of the cold winds a large crowd of strikers gathered around the depot to-day - they discussed the interest taken in the strike by the general public, the assertions of all the Brotherhood engineers throughout the country to support the strikers and for any length of time. In the afternoon as Opt. was standing on the depot platform he saw an old man - (white haired, a high silk hat, and generally well dressed) down in the yards talking to the crew of a

an engine and as he saw Opt.

coming towards him he started across the tracks and up town, when the men on the engine was asked his business there they said he was talking Insurance and the clerk in the hotel said the same thing but Opt. believes that he is traveling under a cover for some purpose as in the afternoon Opt. caught him going up the coal chute on the ordered platform and when asked his business there said it was simply curiosity but when conversed with he seemed to be very familiar with railroad business and knew a great many strikers and at this moment Brodie the lumberman came up and said that he did not believe the reports of the company doing such great business as the yards all along the line were full of side tracked cars and that the company must be very fond of losing money, Opt. replied that the company had not lost more than they wished to and if losers they could afford it besides that they were making up the loss every day. During the conversation the old man had slunk off up town, Opt. is very suspicious of this old man's movements as he says that any one could get up in the coal chute and put dynamite cartridges in the coal bins among the coal which would result in the blowing up of the engines.

W. T. Brown April 26 th 1888
Thursday April 26 th 1888

There was very few people around the depot this morning as most of the towns people are busy fixing their gardens and taking interest in the strike and those present spoke mostly of the strike. R. R. strike, in the afternoon Opt. met the old man who informed him that there was somebody in Kansas going to get a job for Spaulding the striking engineer and when the 2,20 pm train came in and Opt. had to give his attention to guarding it the old man made a sneaking trip to the

to the round house and Opt. as soon as possible followed him over but he was gone and Opt. learned from a trusty friend who is working in the round house that the old man just come in and walked around there Friday April 27 th 1888

without saying any thing to any body .

This morning opened brisk a large crowd of strikers and towns-people around the depot and the general substance of their talk was about the passenger and freight business being very light during the last month, some of them had seen an article in the Chicago Herald stating that the strikers were on the verge of starvation and were bringing their fondest keepsakes to the pawn shop and the final conclusion reached was that the strikers could go to work and strike some other time when they could better afford it. nothing else of importance occurred .

Saturday April 28 th 1888

This morning the people from the town and surrounding country assembled at the depot and the usual hangers on had caught the cinder storey and were discussing it for all it was worth, Opt and Mr. Grassely went to the cinder pile where engine No 181 had halted last night - Mr. Grassely holds that the cinders were thrown on the guide bars with a shovel and suspects a man named Charles Lee, a man who was recently discharged of doing it but Opt. believes differently as the cinder pile is about (3) three feet high and only a foot away from the steam cock on an ordinary engine it happened this way, when engine No 181 come down to get water she run (2) or (3) feet by this spot and in order to get back with a heavy train behind it and up grade caused a strong force of steam to be sent into this cinder pile and of course made a hole in it that Mr. Grassley supposed

was done where a shovel had been used in it ,and as the wind was again
 against the engine that night as it blew the cinders-from the pile , in
 the air and every direction ,the wind naturally blew it back on the
 guide bars, this must be true as Opt. afterwards tried the same thing
 over again with another engine -and the wind was gone down considerably
 with the same results .

Sunday April 29 th 1888

This morning Opt. the first thing investigated the
 the cinder story -gotten up by Mrs Marshal & that occurred at the coals
 chute -he was the principal mover in the first cinder affair . Opt. f
 found this to be caused by the same thing exactly - the cinder pile w
 was high ,the wind strong and the steam-cock close to and inlined to b
 be below the pile of cinders so when the steam was forced into it then
 the cinders was threw u p and blown back and naturally adhered to the
 oiley guide bars. The shovel theoryis ridiculed by all sensible rail
 road men there .After Mr. stone and party left there that afternoon
 the old man that was laying around that was suspected went south on a
 train an hour afterwards . Opt . met a man who was a switch man in g
 Galesburg said that there was a number of strikers there who would
 willingly go to work but was afraid of violence from the stal warts .

Monday April 30 th 1888

From early this morning the excitement run high
 about the shooting affair at Galesburg they all formed there own opi
 ion as to how it could be done and how it could have been prevente
 -ed but they come to the conclusion that it was in self defense and th
 that the man Heidberg was perfectly justified in shooting his assailant

and that they would have done the same thing, rain was steadily falling but did not deter the ever interested crowd from arguing the matter or cool down the excitement now at its pitch. Long Wilcox a conductor on the Rushville branch was to Galesburg the 28th and said he was talking with engineer Newell 20 minutes before the shooting - what his business was there Opt. could not ascertain but it is a known fact that he and his brakeman (the red headed one) are strong sympathizers with the strikers. While the excitement was going on about the shooting Spaulding the engineer was blowing in a barber shop and said that he wished every scab along the line would get killed, when Nickol Ickes the man about the depot said "If you want to exterminate the company's present employees you can start with me", but Spaulding wisely declined. Opt. learned afterwards that Spaulding told the proprietor of the hotel that Heidberg the man that did the shooting at Galesburg could consider himself a dead man no matter whether he was hung or not. Spaulding was down to the depot later on but was very quiet and the main excitement was a rumor that the Pinkerton men were to be armed with Winchester rifles and they understood that real trouble and bloodshed would now set in. Nothing else of importance to day.

Tuesday May 1 st. 1888

Notwithstanding the drizzling rain this morning small crowds gathered about the depot looking for news that would throw some light on the shooting affair at Galesburg, the result of the inquest. Spaulding was around the depot in the afternoon and talked some about the strike and said that he was tired working about his house and Opt. remarked "never mind don't hurry yourself you will have plenty of time, he did not seem to like that and slunk off. The

crowd then talked about the power of the Inter-state commission and expected to benefit by the investigation and the examination of the new engineers and the restoration of the old engines in abeyance, this was ridiculed by the more intelligent who said that the investigating committee had only limited powers and all that could do would be to recommend the hiring of new and competent engineers if in their investigation they found anything to warrant such an action but that there was no power on earth that could compel the rail road company to employ men who they did not wish to. The night watch reported everything in good order during their time on duty.

Wednesday April 2nd 1888

The morning opened with small crowds about the depot with a cold wind and the weather very rough, the Galesburg shooting affair was the main subject of conversation. -the (3) three switchmen who were sent down from here to Galesburg at the beginning of the strike got hurt and since coming home they keep up an incessant clatter and about this is said to stop, they are to leave to work at Galesburg in a few days. In the afternoon more hoodlums from the Brick Yard came down to the depot and stood around as the ground was too soft for them to work. Later on when it was verified that the Galesburg shooter (Hedberg) was acquitted by the coroner's jury, the majority who were strikers held that it was a capitalistic jury and they worked themselves into such an excited pitch that it looked as though there was going to be a pitched battle when Opt. ordered them away and told them to do their fighting up town. The respectable of the towns-people who were there (Brainerd, Mason, Shepard, Ball and others) held that it was perfectly in accordance with the sentiment of the people. It is reported there that the wreck of freight trains near Bristol is very bad one.

Thursday May 3 rd 1888

From early this morning the usual crowd of strikers and idlers assembled around the depot also the respectable towns-people who seemed to be excited by the news of yesterday, they seemed to be anxious for the news papers to ascertain the truth of the report that the strike had been declared off by the Brotherhood the Daily News was the only paper come and after reading that the more respectable element held that it was confirmed by this report and that it was the best and only course open for the Brotherhood but the rough element disputed this and pointed out the denial by Arthur. In the afternoon Opt. met and asked Spaulding how he liked the news and he declared that the strike would never be declared off and held up Arthur's denial at the same time declaring that the Brotherhood men on the other roads would not allow them to declare it off. He afterwards admitted that it might be declared off at the next meeting of the Brotherhood in Chicago. Opt says it seems as if all the tramps in the country are coming to that station and they are very dangerous as when they are cooking their meals they are near freight cars or the company's buildings, he had to draw his revolver several times in tussles with them as they show fight and resist every time they are put off. The night watch reports several freight running through the night.

Friday May 4 th 1888

The morning opened quieter than usual but it was of short duration as the news of the smash up at Bristol soon got the crowd a going and every one up town heard about it and was down to the depot to satisfy their curiosity and all kind of inquiries and sugg

suggestions were made and in midst of the excitement a rumor was started that the strike was declared of by the Brotherhood. Excitement ran high and as they could not get any papers except the daily news -and that contained nothing, the Times and Inter-Ocean were sought in vain; when at last a freight train arrived and the Conductor (Brown) said he had a copy of the Chicago Times which contained the desired news -for a time he was besieged and excitement ran high, men were running in every direction to spread the news. Spaulding made his appearance and breathlessly asked information right and left, later when he had cooled down Opt. asked him if he would get a despatch if it was so and he said yes but that he had received none yet, and that if it was true he was sure that the company had come to some terms as he knew that the Brotherhood would never give in unless the company came to some understanding.

Saturday May 5th 1888

The chilly winds of the morning were evidently the cause of keeping the towns-people indoors very few were around the news exchange (the depot), the news of the wrecked freight train in Chicago soon spread and men with anxious, inquisitive looks were crowding in from all directions: discussions and arguments followed in quick succession. The more respectable and conservative said that such things would tend to weaken the Brotherhood's case before the Inter-State commission and as their former depredations against the company have been manifold they will in all probability be unable to make out any case at all against the company. Those who spoke up for the company were Pratt (the postmaster) Mason, Fuller, Shepard and others and the strikers held that the Brotherhood's chances were good as ever.

Sunday May 6th 1888

Engineer ~~all~~ Davis reports having been stoned

last night about (6) miles from ~~the~~ Buda at a town named Bradford on the branch, the stones were evidently aimed at Davis but hit the fireman on the arm hurting him quite severely and as Spaulding is nowhere to be found this morning and the engine that was stoned (N^o 3) was his engine Opt. is suspicious that it was him and as soon as engine N^o 3 was found this morning Opt. went into the cab and saw engineer Davis and firemen warning who were very reticent in regard to the affair and Opt. had him bare his arm and at once saw that it was not made by a stone but by the spent force of a bullet and told him, so, when he said that the arm was very stiff last night and he had to get one of the breakmen to fire for him from Bradford to Buda and upon arriving he immediately went and showed the arm to Dr. Huntly who pronounced it a bullet wound.

every thing remained quiet during the night.

Monday May 7th 1888

NO information of any kind could be got from the Agent at Bradford and the crowd around the depot wanted to see the crew of N^o 3. Opt. saw engineer Davis in Mr Grassley's office and he repeated the statement made yesterday as to the shooting affair at Bradford; meanwhile the crowd around the depot kept speculating as to the result of the shooting at Bradford until the incoming trains called their attention when they spoke of the regularity with which they were running and some of them said that the new men were handling the trains better than the Brotherhood men were. Spaulding did not appear until the arrival of the 4 pm train from Chicago when Opt. asked him if he had

(15)

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been to Sheffield during the week and he replied "no" and made a detailed statement for each day and added that he had been working on his house. Opt. asked him if he was putting it on wheels in readiness to move when he said "with the brotherhood assistance I won't move out of here for a year to come", then Opt. told him that he would outlive him at Buda and he left in disgust.

Tuesday May 8th 1883

This morning small crowds gathered around the depot notwithstanding the heavy rain and cold east wind that was blowing and were discussing the latest newspaper reports as to the most recent misdeeds of the strikers and seemed particularly interested in the shooting at Bradford and kept it up until the arrival of the morning trains. Spaulding or none of his pals showed up this morning and conductor Blume said he could not get any information from the depot Agt. at Bradford as he had been too busy and did not get a chance anyway that he did not believe half of the men along the line could keep a secret also that he doubted that their feeling to the company was of the purest kind. Then after consulting Mr. Grassley Opt. went to Bradford to see what if anything could be found as to the shooting affair, he took with him a trusted employee of the C, B, & Q's and upon arriving at their destination did not notify the agent and as he did not see them they visited the owner of a slaughter house that stands about 40 yards from the track and directly opposite to where the shooting was done and very likely where the assassin was concealed. The owner Mr. Mayhew accompanied them to the slaughter-house for the purpose of inspecting it and said that he would ask his men if they saw

any suspicious looking persons lurking in the vicinity on the after noon of May 4 th and about an hour before the left Mr. Mayhew told that none of his men had seen any suspicious looking that afternoon ; they then proceeded to the livery stable and found out that there was a team there from Buda on the afternoon of May 4th that belonged to Robinsons livery , they took the train.

Wednesday May 9th 1888

Opt . this morning the first thing saw Brown the the employee of the C,B,&Q 's that accompanyied him to Bradford and had him go to Robinsons livery stable to find out if possible who hired a team to go to Bradford May 4th and after (3) three differant trials failed to find out anything of importance as the livery man dont seem willing to reveal the person whoever it was , but however Brown intends to keep on until he gets the parties name . nothing else happened to day.

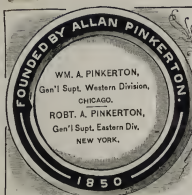
Yours Respectfully

P inkertons' National Det. Agency

By *Wm A. J. P. K. W.*

Genl. Supt. W. Div

H.



OFFICES.
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Chicago, Dec 1st, 1908

H. A. Stone, Esq.

Gen'l. Manager C. & N. W. R.

City

Dear Sir:--

Following you will receive this report on operative "A. H."

Naturely, March 17th, 1908

To-day in the

There has been great excitement this morning about the Santa Fe strike. The strikers have been organizing groups and evidently laying plans for future operations; their calculations are now that they are sure certain to reach their point this evening and win in the end of other roads to follow their example. A soldier is about regularly but as yet had not made himself obnoxious. One of operative's men heard somebody in the crowd say something about shooting the S-B- - evidently meaning the Engineer of the train then stopped about 4 P. M. The speaker and two others jumped on the train, but as yet have been unable to learn their names as the people here know operative and are very close. If some again operative will endeavor to find out whether they did have a finger in the salesburg shooting. The men here are also wondering why the switchmen can not be called out, as they think the C. & N. W. R. could be brought to terms very easily. The crowd about the depot increase who with anger in

during the arrival and departure of trains, yet hold of someone or some party who would give some information. He gave operative the names of the leading men in the strike at this point.

Of the K. C. St. J. and C. M. line the following:

Ed Pierce, Spencer Downing, Theo Reynolds, Chas. Thomas, W. E. Sullivan, Eugene Martin and Richard Morris. This Chas. Thomas is the Chairman of the Grievance Committee. The above are Engineers.

He also gave operative the names of C. H. Topham and L. Mooney who he said were traveling about and were now at Kansas City. Topham he said had severely beaten an Engineer at Kansas City, although they had no positive proof of this. C. L. Groscup was another traveling Engineer who is at Council Bluffs. These last three named are likely to drop in here and no doubt could impart some important information, could operative get them. Of the firemen he only mentioned two names

T. P. McDonald who has charge of the Literary Bureau, and does most of the corresponding for them, and one Maurice who also is a leading light among the firemen.

Operative left Mr. McGill about 9.15 P. M. and returned to the hotel.

Yours respectfully,

Pinkerton Nat'l. Detective Agency

by *H. W. Pinkerton*

Gen'l. Supt. W. Div.

K.L.